

GET INVOLVED! HELP MAKE SUGAR LAND A GREAT PLACE TO WALK AND BIKE!



Sugar Land Pedestrian and Bicycle Master Plan

A Vision for the Future of Walking and Biking in Sugar Land!



PUBLIC MEETING
JUNE 25
SUGAR LAND
CITY HALL
CANE ROOM

Meeting Presentation



CITY OF SUGAR LAND

Jim Carrillo FAICP, ASLA
Director of Planning
Halff Associates Inc.

OUR AGENDA TONIGHT

1. What are we trying to accomplish?
2. Our toolbox to help make Sugar Land a great place to walk and ride
3. Your part:
 - Where do you want to go?
 - What would you like to see happen near where you live?
 - How can we implement these ideas?



ADOPTED CITY POLICY – MOBILITY PLAN

4

Transportation choices that promote a **healthy, active lifestyle**

Strategy

#1 – Expand bicycle and pedestrian infrastructure to serve all trips (recreational and nonrecreational) and increase safety

Strategy

#2 – Use policy, regulatory, and planning tools to ensure that construction of public and private developments are consistent with the City's bicycle and pedestrian infrastructure plans

Strategy

#3 – Foster a culture of support for bicyclists and pedestrians

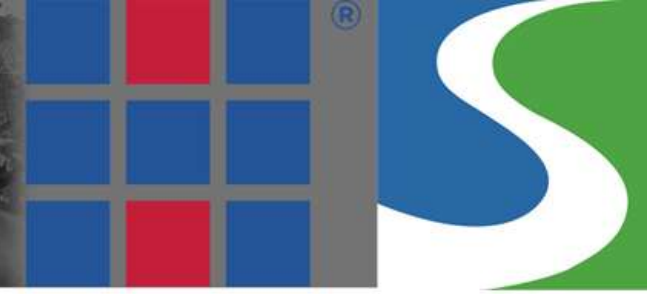


Sugar Land Pedestrian and Bicycle Master Plan

Transportation and Long-Range Planning



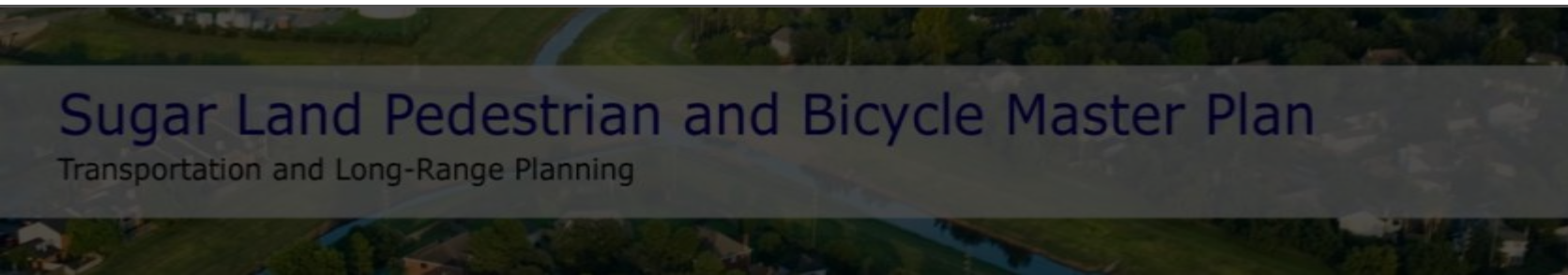
WHY IS THIS IMPORTANT? THE BENEFITS OF BICYCLING



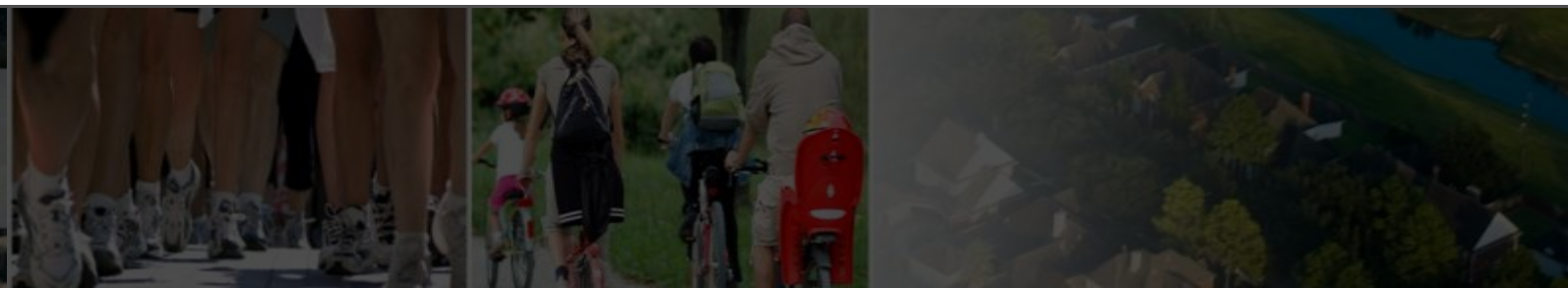
AN INCREDIBLY EFFICIENT WAY TO GET AROUND

- “A **bicycle's performance**, in both biological and mechanical terms, is extraordinarily efficient. In terms of the amount of energy a person must expend to travel a given distance, investigators have calculated it to be the most efficient self-powered means of transportation. From a mechanical viewpoint, **up to 99% of the energy delivered by the rider into the pedals is transmitted to the wheels.** although the use of gearing mechanisms may reduce this by 10–15%.”
- “On firm, flat ground, a 70 kg person requires about 30 watts to walk at 5 km/h. **That same person on a bicycle, on the same ground, with the same power output, can average 15 km/h, so energy expenditure in terms of kcal./(kg·km) is roughly one-third as much.**”

Source: wikipedia.com



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BIKE LANES...



ELKINS



MAIN STREET



COUNTRY CLUB DRIVE

Where: Streets with lower traffic volumes and speeds

Advantages: Very inexpensive, easy to implement in many areas with no other option

Disadvantages: Some riders may not be comfortable near cars

Cost: Very low



COMFORT or BUFFERED BIKE LANES...



Where: Streets with sufficient pavement width

Advantages: Very inexpensive, easy to implement, adds extra buffering from traffic, more appealing to many average riders

Disadvantages: Requires wider pavement width

Cost: Very low

SHARED-USE PATH IN SUGAR LAND (ADJACENT TO ROADWAY)

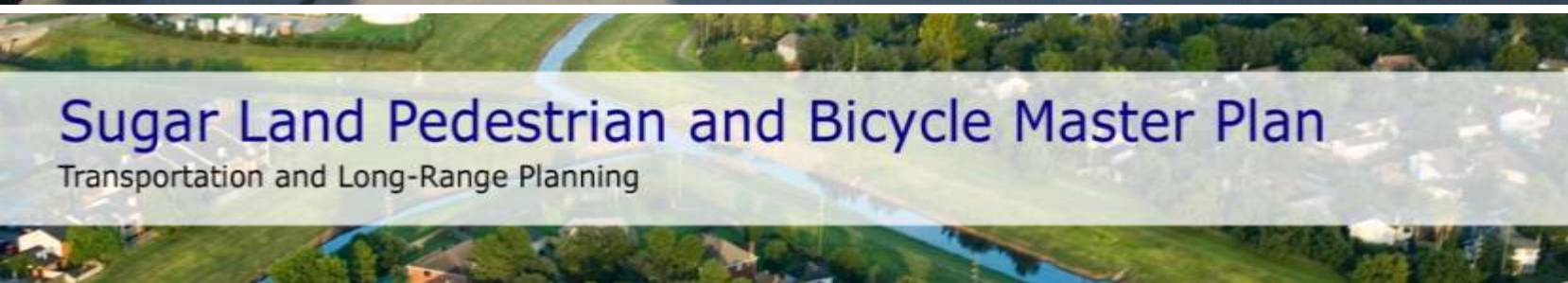


Where: Streets with adequate parkway width

Advantages: More appealing to novice or young riders, can connect areas w/o greenbelt corridors

Disadvantages: High cost, less appealing to experienced riders, less predictability at intersections

Cost: High



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SHARED-USE PATH (OFF-STREET)



Utility Easement Trail near Williams Trace Blvd., Sugar Land

Where: Drainage, utility or greenbelt corridors

Advantages: attractive for riders of many skill levels, can enhance connectivity citywide

Disadvantages: high cost, requires suitable corridor concern at street crossings

Cost: High



TRAFFIC CALMING: MINI TRAFFIC CIRCLE



Where: Neighborhoods with speeding concerns

Advantages: Can reduce speeding in neighborhood settings

Disadvantages: Driver unfamiliarity

Cost: Moderate to High



Where: Streets with appropriate volumes/speeds, and w/o pavement width for bicycles lanes

Advantages: Very inexpensive, easy to implement in many areas with no other option

Disadvantages: Some riders may not be comfortable near cars

Cost: Very low

AFTER



AFTER



AFTER



AFTER



AFTER





Cost Difference



Very low cost, near term implementation, can be adjusted in the future



High cost, results in much longer (perhaps decades) to fully implement



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MAJOR BARRIERS – US 59



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POTENTIAL BARRIER SOLUTIONS



Where: Locations with adequate space for pedestrian facilities

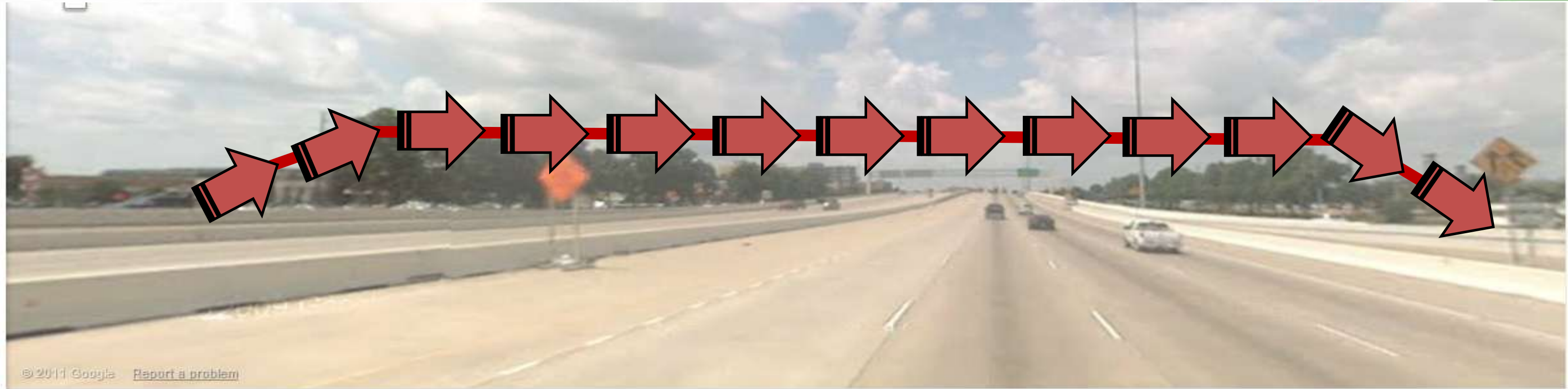
Advantages: More direct route than bridge, can be implemented in more locations

Disadvantages: Potential for timing delays, may require adjusting crosswalk timing

Cost: Moderate



POTENTIAL BARRIER SOLUTIONS





POTENTIAL BARRIER SOLUTIONS



Where: At selected locations with high potential ped/bike demand

Advantages: Greater separation from vehicular traffic, can be iconic feature

Disadvantages: Very high cost, greater right of way needed

Cost: Very high



QUESTIONS FOR YOU TONIGHT

- 1. Where do you want to go?**
- 2. What would you like to see happen near where you live?
In the Town Center area?**
- 3. How can we implement these ideas?**





CITY OF SUGAR LAND
TEXAS

ask city | contact us | city calendar

City Homepage | City Services | Departments | City Government | Online Services

PEDBIKE MASTER PLAN

- Ped/Bike Map
- Ped/Bike Survey
- Frequently Asked Questions
- Links and Resources
- PedBike Plan Home

SEARCH
Enter search word Search

What City offices and services serve my Family?
Launch My Neighborhood

Pedestrian and Bicycle Master Plan

Transportation and Long-Range Planning



Pedestrian and Bicycle Master Plan (2012 update)

The City of Sugar Land is updating the 2007 Hike and Bike Master Plan, which will be renamed the Pedestrian and Bicycle Master Plan. The update will expand the planned recreational network to focus on both recreational and non-recreational trips.

The project will draw upon established City policy and extensive public input. The Plan will build from the 2007 Hike and Bike Trails Master Plan and utilize direction from Vision 2025 and Guiding Principles (2009) and the Comprehensive Mobility Plan (2011). This project was recommended in the City's 2011 Comprehensive Mobility Plan and supports two of the Mobility Plan's goals: transportation choices that promote a healthy, active lifestyle, and well-designed, well-maintained transportation infrastructure that is safe for all users.

Share your local ped/bike experiences!
Click here to take a brief PED-BIKE SURVEY

Show us where you walk/bike
Click here to map your route PED-BIKE MAP

Sign Up for Email Updates
Stay informed about this project

The Pedestrian and Bicycle Master Plan will address mobility needs of pedestrians and cyclists. Based on public feedback, the plan will:

- Identify destinations
- Determine where better connections are needed
- Specify how connections are made (e.g. on-street, off street)
- Identify preferred route types (e.g. bike lane, bikeway, shared lane, etc.)
- Improve crossings at major barriers such as U.S. 59, S.H. 6, U.S. 90A and the railroad

Transportation and Long-Range Planning

Do you have questions?
Email Us

TEL: 281.275.2218

FAX: 281.275.2771

Meeting Schedule

Public Meeting
June 25, 2012, 6 pm - 8 pm
City Hall, Cane Room
2700 Town Center Blvd N
Sugar Land, TX 77479

Public Meeting
June 25, 2012, 6 pm - 8 pm
City Hall, Cane Room
2700 Town Center Blvd N
Sugar Land, TX 77479

View the Public Meeting flyer here

Previous Meetings

Sugar Land Open House
May 19, 2012, 10am-2pm
Constellation Field
Visit our table and tell us your vision for walking and biking in Sugar Land.

For more information, please email us or call 281-275-2218

Quick Links

- Sign Up for Email Updates
- Take the Survey!
- Show us where you walk/bike
- Links and Resources

Frequently Asked Questions

- What is the Pedestrian and Bicycle Master Plan Update?

Sugar Land Pedestrian & Bicycle Master Plan - CommunityWalk - Windows Internet Explorer

http://www.communitywalk.com/walkbikesugarland

File Edit View Favorites Tools Help

Convert Select

Favorites Suggested Sites Web Slice Gallery

Sugar Land Pedestrian & Bicycle Mast...

ESRI ArcScripts

Page Safety Tools

CommunityWalk

Build This Map Map Settings Share / Export

Tools: Add Marker Start a Path Bulk Edit Save Default View

Map Satellite Hybrid Terrain

Map Overview Legend

Sugar Land Pedestrian & Bicycle Master Plan

created by kannis@half.com

Sugar Land, TX

Hello! As part of the effort to create the Sugar Land Pedestrian and Bicycle Master Plan, we've created this interactive map to gather community input about the conditions for biking and walking in Sugar Land. We are looking for you to tell us where you walk and bicycle, where there are gaps and barriers to bicycling and walking, and areas where improvements are needed. These comments will be used in the development of the Sugar Land Bicycle and Pedestrian Master Plan.

INSTRUCTIONS:
On the upper right hand corner, click on "Login".
Login: walkbikesugarland
Password: walkbikesugarland

THREE WAYS TO COMMENT:
(1) Add a marker on a point and make a comment about the issue or condition. Click on the "Add Marker" link at the top of the page and then click on the location in the map. Please enter a short descriptive title (such as the intersection or address). Select the appropriate Category from the drop down menu, and use the

Categorized Markers

I Would Like to Ride my Bike Along This Route

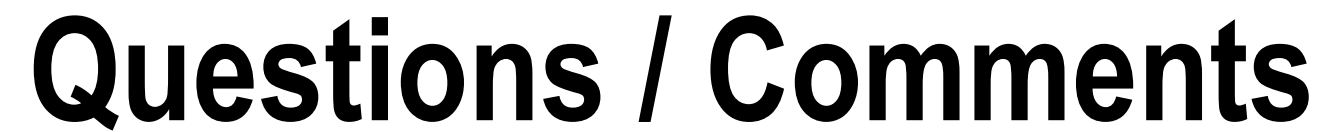
Starting Point Ending Point

6.33 mi

Untitled Path 1 6.33 mi (km) Edit X

Website: www.sugarlandtx.gov/pedbike





chalka@sugarlandtx.gov

jcarrillo@halff.com

Legend

Existing Bike & Ped Facilities

- Bike Lane
- Off-Street Trail
- Shoulder
- Sidewalk
- Street Trail

Area Destinations

- Commercial
- College
- School
- Hospital
- Library
- Park - City
- Park - HOA
- Transit
- City of Sugar Land - City Limits
- City of Sugar Land - Limited Purpose Annexation
- ETJ

